

FULTON COUNTY NEWS

Published Every Thursday.
B. W. PBCK, Editor and Proprietor
McCONNELLSBURG, PA.
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Candidates' Announcements.

FOR ASSOCIATE JUDGE.

I hereby announce myself to the voters of Fulton County as a candidate for the office of Associate Judge, subject to the decision of the voters at the Primary Election to be held Tuesday, September 18, 1917.

I pledge myself that if nominated and elected, I will discharge the duties of the office, fearlessly, honestly, and to the very best of my ability. I respectfully solicit the vote and influence of all who deem me worthy of support.

DAVID A. BLACK,
Taylor township.

HOW FAR IS KNOBSVILLE?

Not So Far That the Statements of Its Residents Cannot Be Verified.

Rather an interesting case has been developed in Knobsville. Being so near by, it is well worth publishing here. The statement is sincere—the proof convincing; J. C. Fore, Knobsville, Pa., says: "A severe cold settled in the small of my back. My kidneys troubled me badly at times and the kidney secretions were painful in passage. I was lame and stiff from rheumatic twinges and my limbs and wrists became swollen. I got no relief from the doctor's treatments. Finally, I used Doan's Kidney Pills and after one box, I felt relief. Whenever I take cold now and am troubled by my kidneys, Doan's Kidney Pills always help me."

Price 50c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Fore used Foster-Milburn Co., Props., Buffalo, N. Y.

Advertisement.

SALVIA SUMMARIZINGS.

We gladly note that the two mothers—Mrs. Reuben R. Sipes and Mrs. James Mellott—who had contracted measles last week are both pretty well over them and in a fair way to recovery, although both were very sick for a few days. Earl, the second son of R. R. Sipes is recovering from measles.

DeKalo Metzler, accompanied by his mother Mrs. Thos. S. Metzler, was taken to the Chambersburg hospital last Thursday for an X ray examination and medical treatment. For some time DeKalo has been seriously ailing—at times entirely helpless. He seems to be afflicted with some peculiar, unknown disease.

Lester the only son of Rev and Mrs. E. J. Croft, of Dane, has been quite ill with pneumonia during the last few days.

Mrs. Evan Hockensmith, who is afflicted with rheumatism, swooned and fell one day last week, since which time she has been very poorly.

Bernard Gibson, formerly of Youngstown, O., but recently touring Illinois and Indiana, accompanied by John W. Gibson, of Wells Tannery, visited James A. Stewart and family, including John W. Stewart, on Tuesday of last week.

Mr. and Mrs. Emory Hessler and son and daughter attended the wedding reception given their niece Marden Sipes Peck at the home of the latter's parents Mr. and Mrs. G. Ellis Sipes near Needmore, on Thursday evening of last week. E. R. Hendershot took them in his touring car.

Wm. Deavor, sawyer for Reichtley Bros. & Co., and his force of men, have moved the sawmill plant and a portable bungalow, into the deep hollow along the Lincoln Highway on east Sidehill Hill.

John Drake, a Berks county weather prophet, predicts heavy snow storms January 21 and 22 and a thaw at the end of the month.

SAFETY DEMANDS FEDERAL CONTROL OF THE RAILROADS

Only Way to Meet Emergencies of Nation, Says A. P. Thom.

STATES' RIGHTS PRESERVED

Principles Which Railways Hold Should Govern Regulatory System in Interests of Public and the Roads—Compulsory System of Federal Incorporation Favored.

Washington, Dec. 4.—That the interests of national defense require that control of railway lines should rest with the federal government and not with the states was the claim advanced by Alfred P. Thom, counsel to the Railway Executives' Advisory Committee, in concluding his preliminary statement of the case for the railways before the Newlands Joint Committee on Interstate Commerce.

"We must be efficient as a nation if we are to deal successfully with our national emergencies," said Mr. Thom, "and we must appreciate that efficient transportation is an essential condition of national efficiency. If we are to halt and weaken our transportation systems by state lines, by the permanent imposition of burdens by unwise regulation, we will make national efficiency impossible."

States' Rights Would Not Suffer.

Mr. Thom cited many instances in which shippers in one state were injuriously affected by selfish regulations imposed on the railroads by neighboring states. He pointed out that federal regulation would be no invasion of the rights of the states but would be the means of preserving the rights which they acquired when they entered the Union, one of which was the right to the free movement of their products across state boundaries.

What the Railroads Advocate.

The principles which the railroads believe should be incorporated in any just system of regulation were summarized by Mr. Thom as follows:

1. The entire power and duty of regulation should be in the hands of the national government, except as to matters so essentially local and incidental that they cannot be used to interfere with the efficiency of the service or the just rights of the carriers.
2. As one of the means of accomplishing this, a system of compulsory federal incorporation should be adopted, into which should be brought all railroad corporations engaged in interstate or foreign commerce.
3. The Interstate Commerce Commission under existing laws has too much to do and is charged with conflicting functions, including the investigation, prosecution and decision of cases. The latter duties should be placed in the hands of a new body which might be called the Federal Railroad Commission. Regional Commissions should be established in different parts of the country to assist the Interstate Commerce Commission by handling local cases.
4. The power of the Commission should be extended to enable it to prescribe minimum rates and not merely maximum rates as at present. This would increase their power to prevent unjust discriminations.

Justice to Public and Roads.

It should be made the duty of the Interstate Commerce Commission, in the exercise of its powers to fix reasonable rates, to so adjust these rates that they shall be just at once to the public and to the carriers. To this end the Commission, in determining rates, should consider the necessity of maintaining efficient transportation and extensions of facilities, the relation of expenses to rates and the rights of shippers, stockholders and creditors of the roads.

5. The Interstate Commerce Commission should be invested with the power to fix the rates for carrying mails.

7. The federal government should have exclusive power to supervise the issue of stocks and bonds by railroad carriers engaged in interstate and foreign commerce.

8. The law should recognize the essential difference between things which restrain trade in the case of ordinary mercantile concerns and those which restrain trade in the case of common carriers. The question of competition is not the only fair criterion.

9. The law should expressly provide for the meeting and agreement of traffic or other officers of railroads in respect of rates or practices. This should, however, be safeguarded by requiring the agreements to be filed with the Interstate Commerce Commission and to be subject to be disappeared by it.

My legal proposition, Mr. Thom said.

"My legal proposition," Mr. Thom said, "is that the Constitution as it now is gives full authority to Congress to regulate the instrumentalities of interstate commerce in all their parts. If the power of regulation is to reach the public requirements, it must be co-extensive with the instrumentalities of commerce."

Mr. Thom explained that the roads are not asking either of the Committee or of Congress any increase in revenues, but that they are merely asking the perfection of a system which will be responsible to any need that may arise.

Stony Cities.

In Jaffa and Jerusalem, as in Malta, everything is of stone. Even the very cisterns or tanks on the rooftops are of stone. But in those stony cities the stone does not stop with the street level. The dwellers descend and burrow into the earth beneath. In many of the Jerusalem and Bethlehem buildings there are basements, subbasements, crypts, subcrypts and dungeons.

The Other Girl In the Case

What Winona Saw Through Her Window.

By ADELIA DURAN

Winona glanced out of the window at the crystal avenue and watched the April dusk descend. The streets began to fill with the usual Saturday night traffic, and the whiz and clatter of flying carriages and motorcars mingled with the strident ringing of car bells and the shouts of importunate cabmen.

Abruptly a big black automobile like a giant tarantula slid up to the curbing in front of the hotel opposite and stopped. A man jumped out and extended his hand to the young woman who had risen to follow. There was something instantly familiar about the straight, square shoulders under the cape of the long black coat and the way his gray alpine was drawn down over his eyes.

Winona caught her breath and involuntarily stood up. Yes; it was Richard Grayson, and he had not even glanced in her direction.

For the brief space of a second or two a variety of emotions surged through Winona's brain—first a flash of jealousy and indignation, then a pang of sadness, and then everything seemed to be going black. But she clinched her dainty white hands and pulled herself together and looked across again at the scene that had so deeply moved her.

By this time the lady had alighted from the automobile with the attentive aid of Richard Grayson. The lights of the street were bright enough for her to see that his companion was a wondrously pretty woman, that they were laughing and talking merrily, apparently oblivious to surroundings, and that she took his arm with a plainly affectionate gesture as they went into the hotel together.

For some minutes afterward Winona stood motionless, a pain at her heart which she dared not define even to herself.

There was the brilliant flash of light in the apartment directly opposite. With a little gasp of astonishment she saw young Grayson stoop laughingly and kiss the girl. An older man was standing at a little distance, and she recognized him instantly as Dick's father. He, too, laughed and came up, saluting the girl fondly on either cheek.

It was the bride, she knew, for that was the bridal suit. She had been there herself once to call upon a girl friend who had married and was in Washington on her wedding journey.

With her face on fire Winona turned away and went to her desk in a corner of the room. She took up two letters. The first read:

Dear Nona—May I come tomorrow evening for a few moments? I have something important that I want to tell you. Say yes, will you not? Sincerely,
DICK.

This, then, was what he had meant to tell her of—his marriage. Her brief dream of happiness collapsed like a house of cards. She choked back a sudden rise of inward bitterness and unfolded the other letter. It ran:

Dearest Winona—Do run down to Palm Beach and stay with us in our dear little bungalow. Jack has invited a friend, somebody from somewhere, and I am depending upon you, dear girl, to help me out. Let me know by return mail. Best wishes.
CLAUDIA.

Without hesitation Winona sat down and took up her pen, jabbing it viciously into the ink:

My dear Richard—Sorry, but it will not be possible for me to receive you tomorrow evening, as I am leaving town for some time. Yours in haste,
WINONA PAULDING.

She sealed and directed this dashingly for her maid. Then she dashed a hasty acceptance of Claudia Spence's invitation and sat staring through the window at the black vacuum of night.

When the maid came in she thrust the two letters into her hand and ordered her to take them directly to the postoffice. She crossed the room to a cheval glass. The face that looked back at her was youthful and delicately lovely.

She was blond and patrician, with just enough pink in her cheeks to redeem her face from pallor. Her hair was pale gold, but shining. That other girl was pretty, too, but in a rich, dark fashion that belonged to the south.

Dick's mother was from Dixie, and she recalled, with a pang, that he was a worshiper of southern women. A little sob shook her. She turned away, covering her face with her hands. Hot tears sprang through her quivering lashes, but she dashed them away in self contempt and went into the next room to pack her trunk.

She reached Palm Beach eighteen hours later. Her courage had rallied amazingly under the stimulating change of scene, and she felt almost happy again as they drove home through borders of sun kissed palm and palmetto.

An hour afterward Winona emerged on the funny, squat little piazza of the bungalow, radiant in a gauzy gown of pink liberty chiffon. Mrs. Spence caught her by the hand and drew her up to the small coterie already assembled and waiting for her.

Lightning's Affinity For Oak.
Electricity in the clouds, like its companion lower down, loves to seek the earth, the great reservoir of all electricity, and it finds the most available way to do so, choosing always the best conductor, conspicuous among which are the much maligned lightning rods, the high trees or the elevated steeples. It has its choice of trees as well as other things and will leap over half an acre of trees to find an oak, for which it appears to have a special attraction, and it will pass a high point to find a building that has metal about it.

Remorse at Last.
A young man had lost his aunt. He seemed so dejected thereby that a friend, aware of the true situation, asked:

"Why do you look so sad? You never appeared to care for the old lady?"

"I didn't," said the youth dolefully, "but I was the means of keeping her in a lunatic asylum for a number of years. She has left me all her money, and now I have got to prove that she was of sound mind."

Why It Is "Carnation."
The carnation was cultivated by ancient Greeks, who gave it the name of Dianthus, flower of the gods. They used it for making chaplets, whence the name "coronation" was derived. It was partaken of at great banquets as a kind of salad, and during the reign of Charles II. it was used in the making of a liquor.

Still Wondering.
The deaf man got out of the tramcar on to the other line of rails. "Look out! There's a car coming!" cried the conductor.

"What?" said the deaf man.

"There's a car coming."

"What?"

Just then the car caught and knocked down the deaf man, and as he picked himself up he said:

"I wonder what that fool kept me there talking about!"—London Mail.

A Laughing Face.
How it blesses the street, a face laughing all to itself! As one sees it the corners of his mouth begin to twitch, too, with God's good gift. Eyes light, strangers greet knowingly, hearts soften, spirits rise, lives brighten, and the world grows friendly within the circle of the merry echo.—William C. Gannett.

HUMOR IN ELEPHANTS.

These Clumsy Creatures Are Tricky and Dearly Love a Joke.

Elephants dearly love a joke. When engaged in the timber trade in Burma I observed some queer pranks played by them.

On one occasion I saw a calf play a most ludicrous trick on its mother. The older animal was hauling a log, which fifty coolies could not have moved, from a river to the sawmill, quite unconscious of any guile in the bosom of her offspring. The youngster took a turn with his trunk around one of the chain traces and pulled back with all his might. This additional weight caused the mother to stop and look behind her, but on discovering the cause she gravely shook her head and prepared to resume her task of drawing the log to the mill.

This was just what the little imp expected, and before the strain was put on again he kicked out the iron hook which fastened the long chain to the log. As the mother again began to pull he held back with all his strength on the chain until her muscles were in full play and then suddenly let go.

The effect was disastrous in the extreme. Down went the old elephant on her knees, and her driver described a most graceful and prolonged curve before he landed on the ground. But, like a cat, he struck on his feet, and, blurring out some heavy Burmese exclamations of wrath, he whispered a few words into the ear of the amazed victim of this unflinching practical joke. She seemed to understand him at once, and there ensued one of the most exciting chases it has ever been my good fortune to witness.

The calf scented danger the moment he saw the driver whisper to his mother, and he placed a large stack of timber between the enraged animal and himself as speedily as possible, but after a hard chase he was cornered. The maternal trunk smote him on the loins. He gave a shriek. At a second stroke he dropped to his knees and took his punishment bravely and patiently. A few minutes later he walked past us to his shed, but his trunk was drooping, and the great tears were coursing silently down his great india rubber cheeks.

I was sorry for the poor little fellow, and I noticed that at dinner time his mother was gently rubbing him down with her trunk and manifesting many signs of affection.—Chums.

The Sidesaddle.
It is generally understood that the sidesaddle used by ladies in horseback riding was the invention of the famous Catherine de' Medici while she was queen regent of France, say about 1559. Among her many other accomplishments Catherine was an expert horsewoman and often spent days together in hunting and following the chase. It was while getting used to her new manner of riding necessitated by her sidesaddle that the queen received the fall which fractured her skull and came very near terminating her career.

A Carnival of Dwarfs.
Czar Peter of Russia celebrated a marriage of dwarfs with great parade in 1710. Dwarfs of both sexes within 200 miles were commanded to repair to the capital. He supplied carriages for them and so arranged the affair that each coach should be seen entering St. Petersburg with twelve or more of these small folk. The entire company of dwarfs who took part in the festivities numbered seventy, and all the furniture and other things prepared for them were on a miniature scale.

North Magnetic Pole.
It is Not a Stationary Point, but is Constantly Shifting.
Only the experts understand that the north pole and the north magnetic pole are two entirely different things. As a matter of fact, there are few localities on the earth's surface where the compass points due north. The reason is because the north magnetic pole or area lies in the vicinity of King William's Land, just off the arctic coast of North America, in Bothnia.

When this magnetic pole is between us and the north pole the compass points due north. As we go either east or west from this line it is easy to see that the compass is off to a certain degree. If we were to travel north of the magnetic pole the needle would point south; west of it it would point east.

Sir James Ross in 1831 located the north magnetic pole approximately at a point up in Bothnia. In 1903 Captain Roald Amundsen in the ship Gjoa set out on a three years' expedition, relocated the magnetic pole and made the "northwest passage" for which mariners have striven since the days of Henry Hudson.

Terrestrial magnetic force is different in every part of the earth's surface and is not always the same at a given point. It is subject to regular daily and yearly changes.

Amundsen posted himself near the seat of the magnetic power and for nineteen months, day and night, with his party, took readings of their instruments, both inclination and declination. He also made short excursions into the region of the magnetic pole and was able by the aid of the declination observations to prove that the magnetic north pole does not have a station-

FAT MEN OF GENIUS.

Hugo, Dumas, Rossini and Balzac Were Big of Brain and Body.

It is frequently averred that fat is deadening to the brain and consequently a foe to intellectual activity. But is this so? Some of the greatest men the world has ever known were pump even to obesity. Napoleon was decidedly rotund. Dr. Johnson was fleshy even to flabbiness. So was his biographical shadow, Boswell.

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Jules Gabriel Janin, eminent as a French dramatic critic and a most prolific writer, would have broken down any twentieth century sofa on which he might have happened to sit. Then, take the passionate Alexandre Dumas, author of "The Three Musketeers," "Monte Cristo" and a host of other famous works. He could eat three beefsteaks where any other man ate one.

The most fertile of all French romancers, Balzac, is said to have looked more like a hoghead than a man. Three ordinary persons stretching hands could hardly reach round his waist.—London Tit-Bits.

NEW POLICY NEEDED IN GOVERNMENT RAILWAY CONTROL

Helpfulness and Encouragement Urged by Alfred P. Thom.

CREDIT MUST BE IMPROVED

Increase of Transportation Facilities Necessary to Secure Relief From High Cost of Living May Thus Be Provided For by the Railroads.

Washington, Nov. 28.—A new policy of government railroad regulation, based on constructive principles of helpfulness and encouragement instead of upon principles of repression and punishment, was urged by Alfred P. Thom, counsel for the Railway Executives' Advisory Committee, the first witness on behalf of the railroads before the Newlands Joint Committee on Interstate Commerce, which has instituted a general inquiry into the problems of railroad regulation.

"It is proposed by the joint resolution of Congress," said Mr. Thom, "to go into a comprehensive study of the whole subject of transportation, to make a new assessment, after 23 years of experiment, of its history, its present conditions and its future needs. The railroads accept the view that regulation is a permanent and enduring part of government in America and that the first duty of the carriers is to the public. That duty is to afford reasonable facilities on reasonable terms and at reasonable rates, and this must be done before any private interests can be considered."

Certainty, Safety and Sufficiency.
Mr. Thom contended that the real interest of the public is in being assured of certainty, safety and sufficiency of transportation facilities, rather than in rates. The first consideration of the public is to obtain transportation facilities. What the cost is, is in reality a second consideration, he said.

Mr. Thom proposed an increase of transportation facilities as a method of securing relief from the high cost of living. "There have been less than 1,000 miles of new railroad constructed in the United States during the past year," he said, "less than in any year since 1848, except the period of the Civil War, and yet the cost of living is daily advancing owing to a shortage of supplies which might be remedied by securing access to new areas of production."

Credit Must Be Improved.
"This leads to the consideration as to whether railroad credit is as good as the public interest requires. It is impossible for railroads to earn enough to supply the necessary new facilities from current revenues. They must be provided from credit. Investors cannot be coerced, but must be attracted."

Among the conditions affecting railroad credit which deter investors he mentioned the following:

"First, Railroad revenues are not controlled by investors, but are fixed and limited by governmental authority and not by one but by several governmental authorities, which do not recognize responsibility for assured results to investors and are uncoordinated.

"Second, Railroads cannot control and the government cannot and does not limit the expense account.

"Third, The present system of regulation is based on a policy of regulation and correction and not on a policy of helpfulness and encouragement.

"Fourth, The outstanding obligations of the railroads have already exceeded the financial rule of safety and involve a disproportionate amount of obligations bearing fixed charges.

"Fifth, The investor must accept a subordinate obligation or security with no assurance of a surplus of earnings to support it.

"Sixth, Other competitive lines of investment present superior attractions.

"Seventh, The railroad business is largely controlled by political instead of business considerations.

Look Forward, Not Back.
"We may debate about what has caused the present conditions," said Mr. Thom, "but we cannot debate about what the people need. The President has taken the view that we must look forward in this matter and make a fresh assessment of circumstances in order to deal helpfully and intelligently with the problem. Abuses are no more prevalent in the railroad business today than in any other business humbly conducted. The great question now is whether the existing system of regulation gives the public reliable assurance of sufficient present and future railroad facilities.

"Those who oppose any change must make their appeal on the ground that the present systems assure the public of the continued adequacy of transportation facilities. If they do not, no argument based on the desirability of the present dual system of regulation will be accepted by public judgment. The question of 'states' rights' is not

involved. If the regulation of transportation facilities privately owned should fall government ownership must follow, and then all power of the states over the railroads would disappear.

"Let us debate this question, then, not upon any mere theory or jealousy as to the distribution of governmental power, but upon the large issue of what the public interest requires in respect of the assurance of adequate transportation service."

Piper Legends.
The Wends are the center of many legends. The Pied Piper of Hamelin was a Wend; so also was the piper of the Harz mountains, who appeared so many days a year and played unearthly tunes, and whose ever heard at once fell into a frenzy, from which there was no escaping. All these pied and weird pipers assembled once a year at the Brocken, where there was a general carnival, the arch fiend leading the concert on a violin, wailing rolling around and fiddling on the skulls of horses and the pipers adding to the fiendish din the concert of their unholy instruments.—Chambers' Journal.

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A Curious Story.

According to a Chinese legend, there lived in Canton 200 years before Christ an artist named Lim Kao Pong, who won an immortal reputation owing to the fact that he was able to fashion out of a bean pod a boat, complete with rudder, sails, mast and all other necessary appurtenances. Moreover, on the exterior of the boat were engraved various maxims by Confucius. For this masterpiece, it is said, the Emperor Tsi Fou paid him 1,000 taels.

No Change.

"The dinner was very bad. 'Another new cook, eh?' said Mr. Dawson. 'It is strange what a time we have with cooks. The Dixons have no such trouble. Dixon was telling me only yesterday that they have had the same cook for ten years.'"

"Yes, dear," said Mrs. Dawson sweetly, "and did he tell you who she is?"

"No. Who is she?"

"His wife."—New York Times.

Executor's Notice.

Estate of A. J. Fore, late of Dublin township, Pa., deceased.
Letters testamentary on the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment to the undersigned in person or by check, and those having claims to present the same without delay.

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Burton Cabins, Pa.

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